# MDOT MTA

## Transit Priority Initiative

May 2021

MARYLAND DEPARTMENT OF TRANSPORTATION

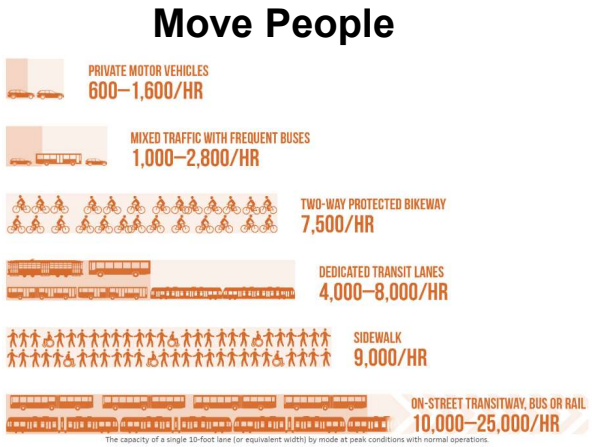
MARYLAND TRANSIT ADMINISTRATION

# Presentation Overview

- Purpose
- North Avenue Rising
- Transit Priority Initiative
- Ongoing Projects

# Why Prioritize Transit?

- Climate, Racial Justice, Economic Recovery
- Local Bus accounts for 2/3 of all MTA ridership with 5-6 million riders per month (pre-pandemic)



# The Bus Needs Help

## Three Sources of Delay

**Stop Delay**

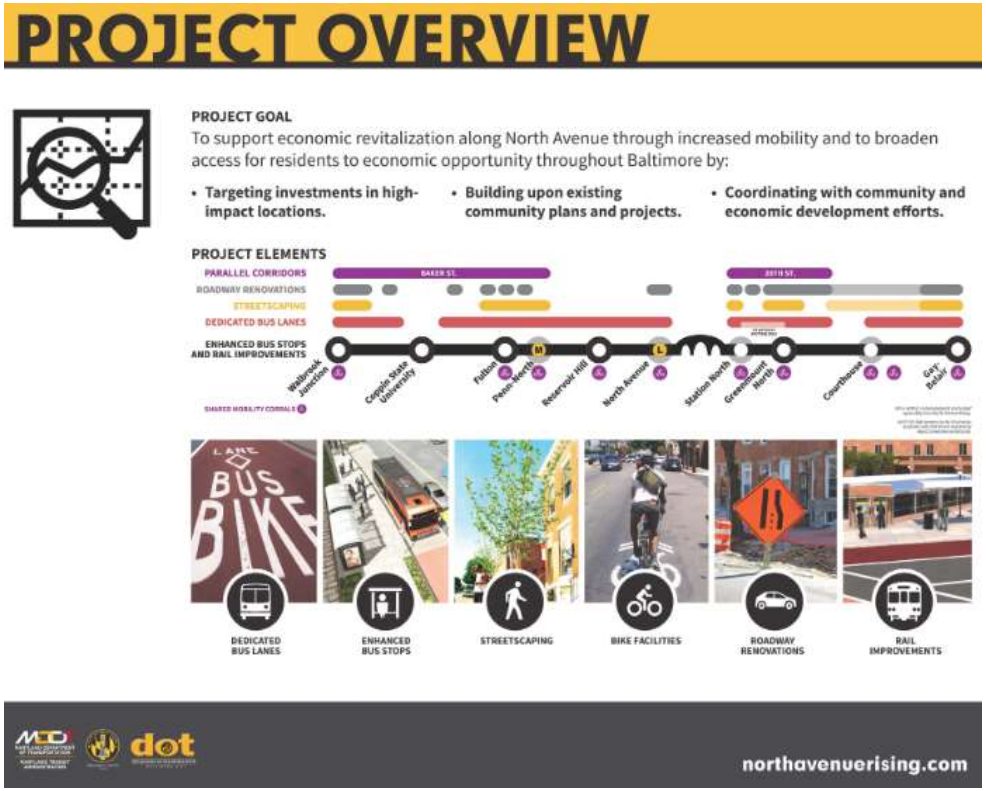
**Signal Delay**

**General Congestion**

# North Avenue Rising

$27.3 Million TIGER Grant Project

- Dedicated Bus Lanes
- TSP
- Enhanced Bus Stops
- Streetscape Elements
- Bike Facilities
- Roadway Improvements
- Rail Improvements



# Other Agencies

**Muni Forward Transit Priority Project Status**

**Your Bus Stop Might Be Changin**

**Bus Stop Balancing**

# Transit Priority Initiative

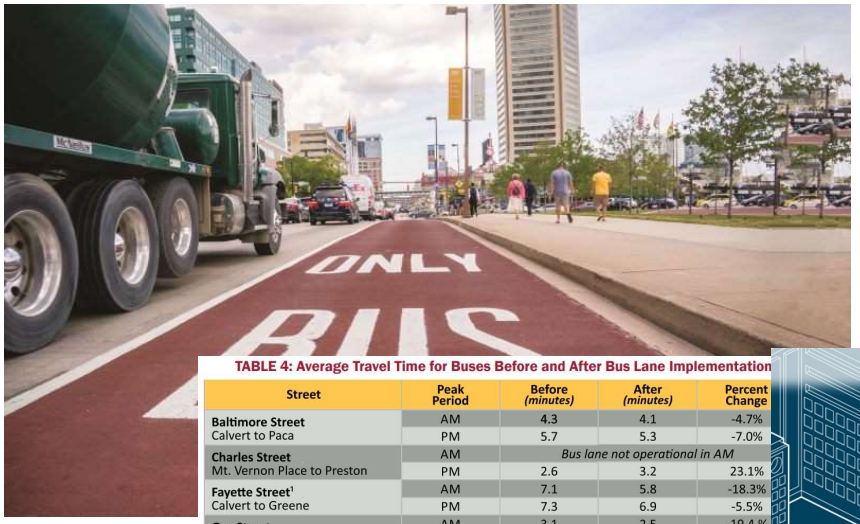
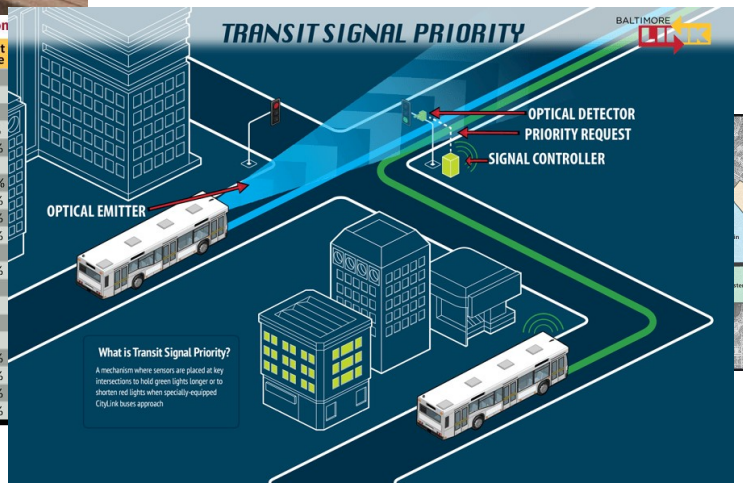
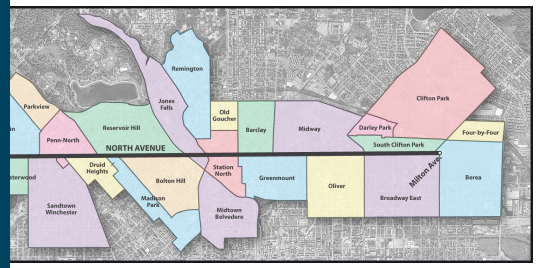


**TABLE 4: Average Travel Time for Buses Before and After Bus Lane Implementation**

| Street | Peak Period | Before (minutes) | After (minutes) | Percent Change |
|---|---|---|---|---|
| **Baltimore Street** Calvert to Paca | AM | 4.3 | 4.1 | -4.7% |
| | PM | 5.7 | 5.3 | -7.0% |
| **Charles Street** Mt. Vernon Place to Preston | AM | *Bus lane not operational in AM* | | |
| | PM | 2.6 | 3.2 | 23.1% |
| **Fayette Street**[1] Calvert to Greene | AM | 7.1 | 5.8 | -18.3% |
| | PM | 7.3 | 6.9 | -5.5% |
| **Gay Street** Fayette to Forrest | AM | 3.1 | 2.5 | -19.4.% |
| | PM | 3.0 | 2.6 | -13.3% |
| **Hillen Street/Guilford Avenue** East to Saratoga | AM | 4.0 | 3.3 | -17.5% |
| | PM | 4.1 | 2.8 | -31.7% |
| **Lombard Street**[2] Market to Howard | AM | 5.5 | 5.8 | 5.5% |
| | PM | 6.7 | 6.0 | -10.5% |
| **Lombard Street** President to Market/Howard to Greene | AM | 1.8 | 1.7 | -5.6% |
| | PM | 1.5 | 1.5 | 0.0% |
| **Pratt Street** Greene to Howard | AM | 5.8 | 6.1 | 5.7% |
| | PM | 9.4 | 8.6 | -8.5% |
| **Pratt Street**[2] Howard to Market | AM | 1.5 | 1.3 | -13.3% |
| | PM | 2.5 | 2.0 | -20.0% |
| **St. Paul Street**[3] Chase to Redwood | AM | 8.6 | 7.2 | -16.3% |
| | PM | 7.7 | 6.2 | -19.5% |

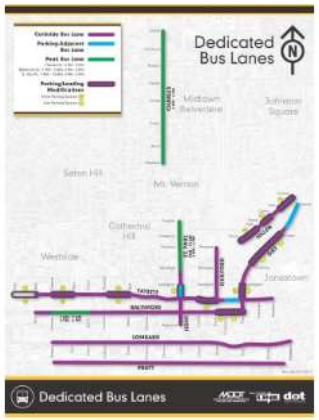
1. *Analysis section terminates at Gay Street.*
2. *Before and After data for these segments of Lombard and Pratt Streets are from 2016 and 2017.*
3. *Due to extreme outliers, results shown for St. Paul Street are median results.*



# TPI – Data & BaltimoreLink

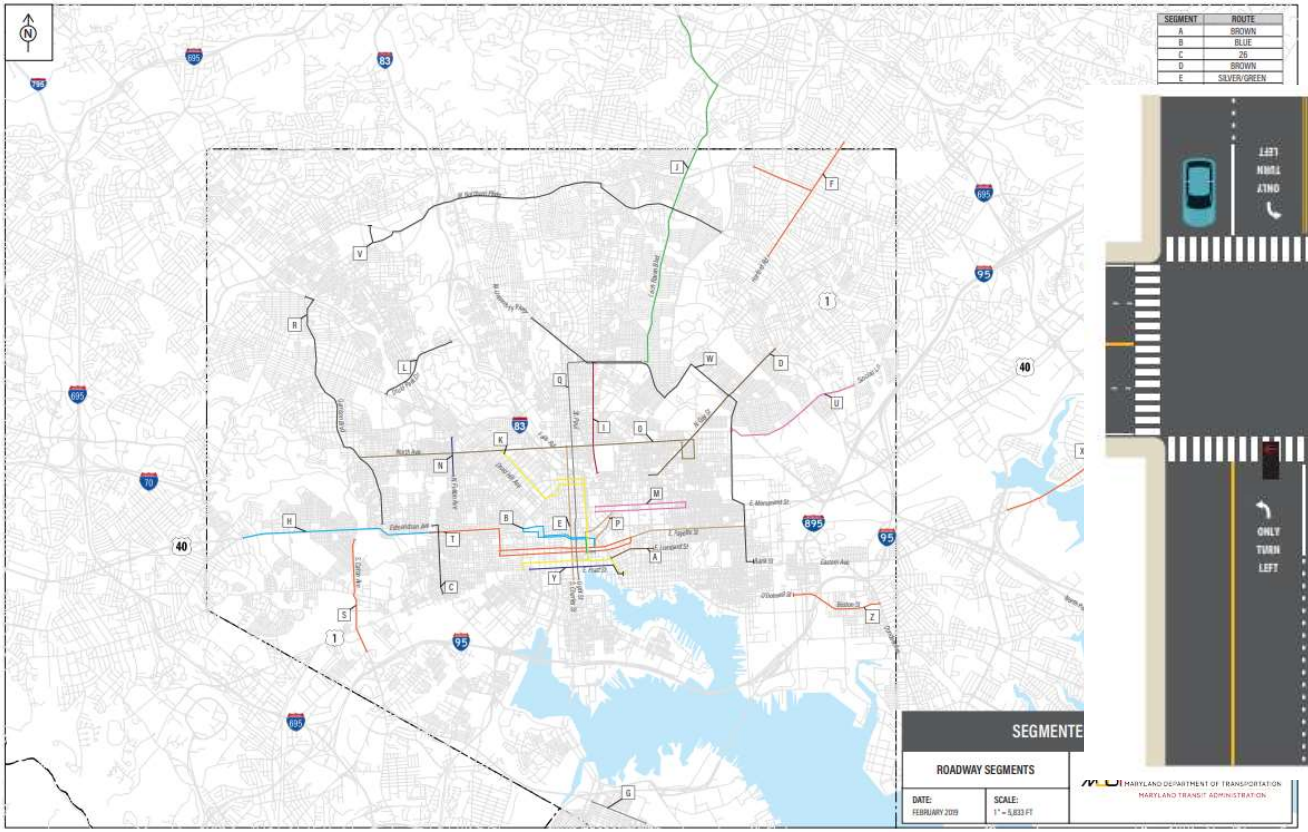
**BaltimoreLink** – Bus Lanes & TSP in Downtown & along CityLink Routes

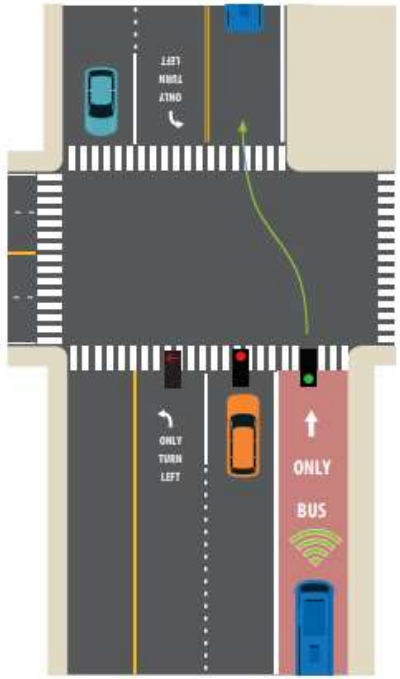


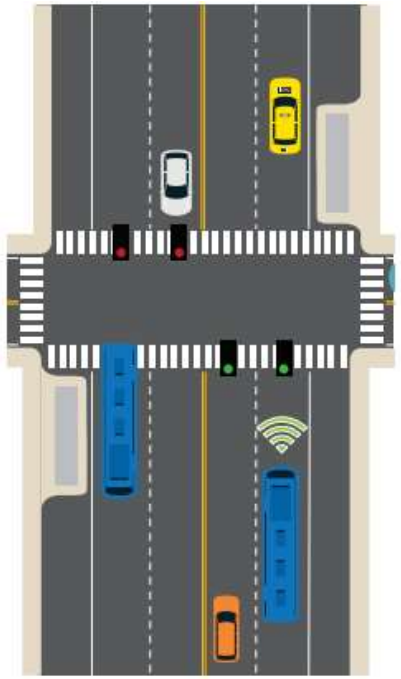

**Transit Priority Initiative (TPI)** – A look at the entire FTN to identify areas of need

- Bus Speeds/Travel Speeds
- Dwell Times/Rider
- Ridership
- Travel Times & Reliability

# Map & Toolkit – Where & How



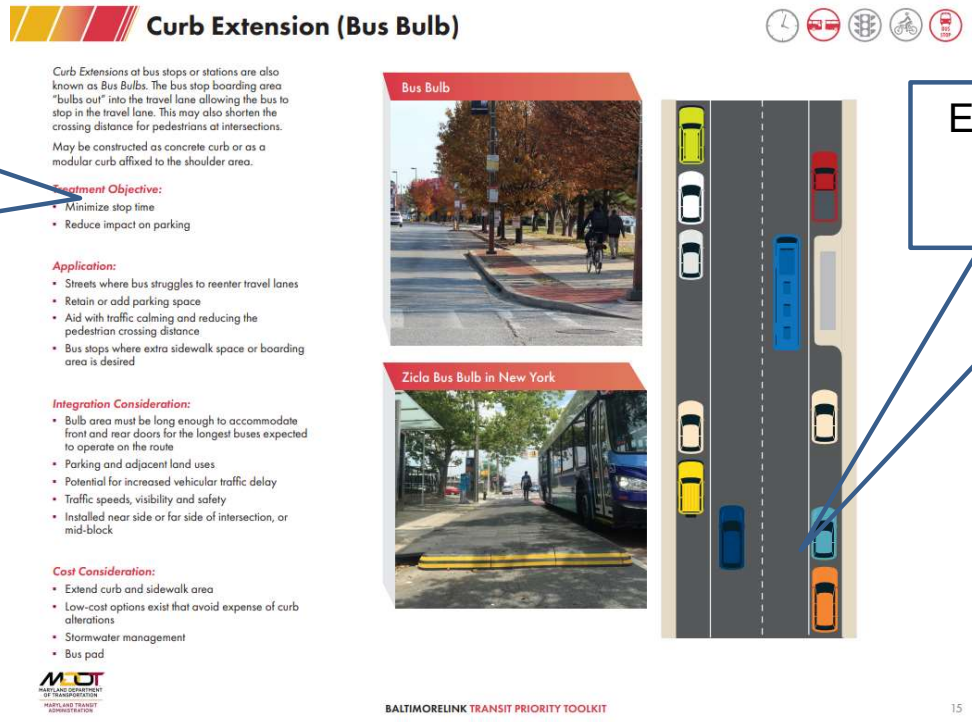



# Transit Priority Toolkit

Brief, simple language
'Minimize stop time'

Connect to common transit requests
'Add parking space'
'Extra sidewalk space'



## Curb Extension (Bus Bulb)

*Curb Extensions* at bus stops or stations are also known as *Bus Bulbs*. The bus stop boarding area "bulbs out" into the travel lane allowing the bus to stop in the travel lane. This may also shorten the crossing distance for pedestrians at intersections.

May be constructed as concrete curb or as a modular curb affixed to the shoulder area.

***Treatment Objective:***
- Minimize stop time
- Reduce impact on parking

***Application:***
- Streets where bus struggles to reenter travel lanes
- Retain or add parking space
- Aid with traffic calming and reducing the pedestrian crossing distance
- Bus stops where extra sidewalk space or boarding area is desired

***Integration Consideration:***
- Bulb area must be long enough to accommodate front and rear doors for the longest buses expected to operate on the route
- Parking and adjacent land uses
- Potential for increased vehicular traffic delay
- Traffic speeds, visibility and safety
- Installed near side or far side of intersection, or mid-block

***Cost Consideration:***
- Extend curb and sidewalk area
- Low-cost options exist that avoid expense of curb alterations
- Stormwater management
- Bus pad

Bus Bulb

Zicla Bus Bulb in New York

BALTIMORELINK TRANSIT PRIORITY TOOLKIT 15

Easy to understand photos and renderings

# How to Prioritize Transit

Engineering is easy – Building support and consensus is challenging

Cost Constraints

Equity Goals

Air Quality Goals

Reserved Accessible Spaces

Peak Hour Transit Priority Infrastructure

Curbside Loading

Curbside Parking

Vehicular Capacity

# Low Cost Materials Allow for Changes

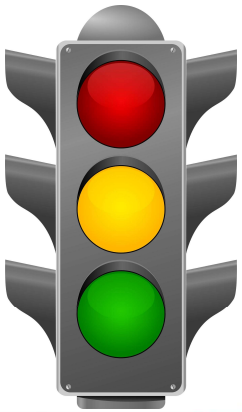
## Baltimore Street

# MTA Buses in the Public ROW

We own the buses but not the road

BCDOT, the Counties & SHA can complete their own projects or we can partner on efforts

We have to work together!



# Outreach & Coordination

Traditional weeknight public meeting with maps and clear info

Talk to the experts (bus operators)

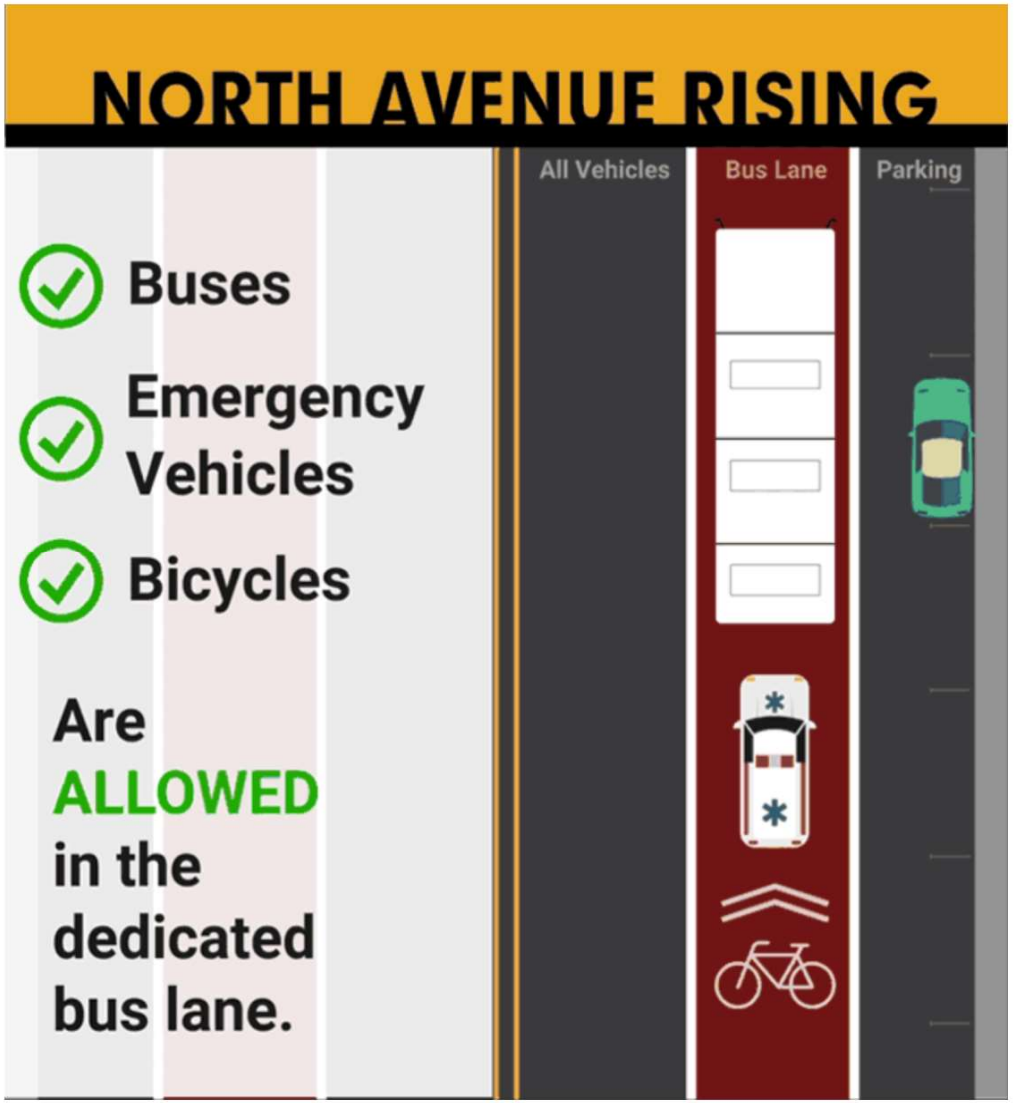
Put info on the street and go door-to-door

Meet people where they are

COVID means online community meetings

# Outreach & Coordination

- Animated GIFs as educational tools
- Show how to act in typical situations
- On the website and pull them up in online community meetings



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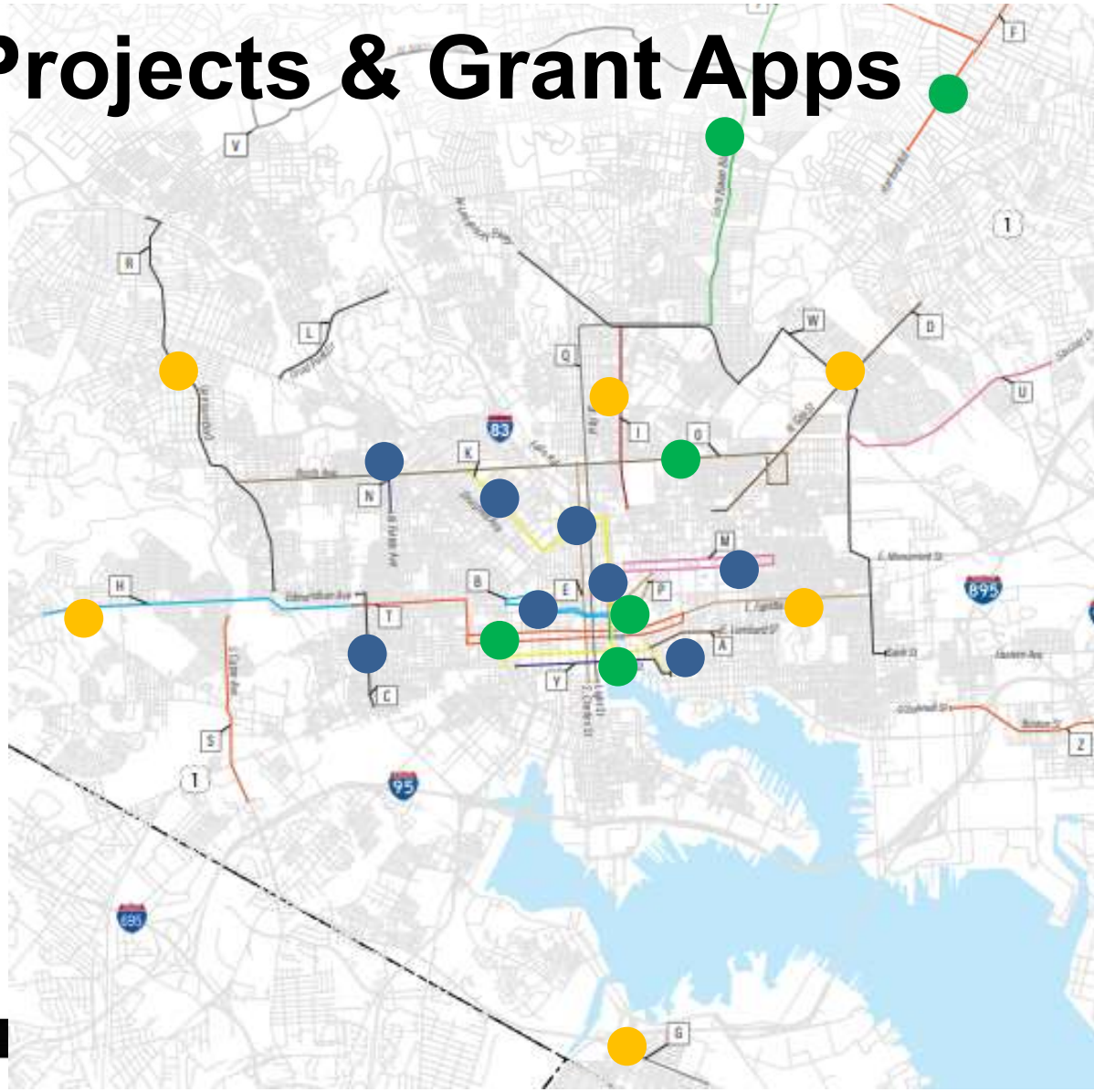
# Ongoing Corridor Projects & Grant Apps

6 Corridors with Completed Efforts

6 Corridors with Design Funding or Grant Applications

8 Corridors with Concept Plans

6 Corridors that don't have Concept Plans yet



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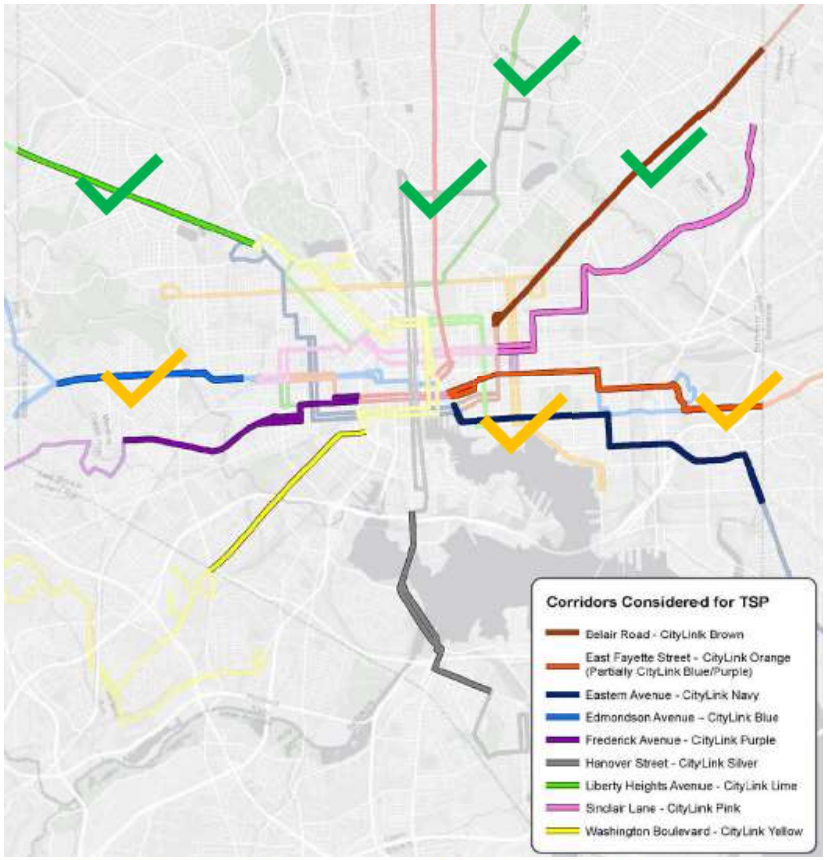



4 Completed Corridors

3 Corridors Studied

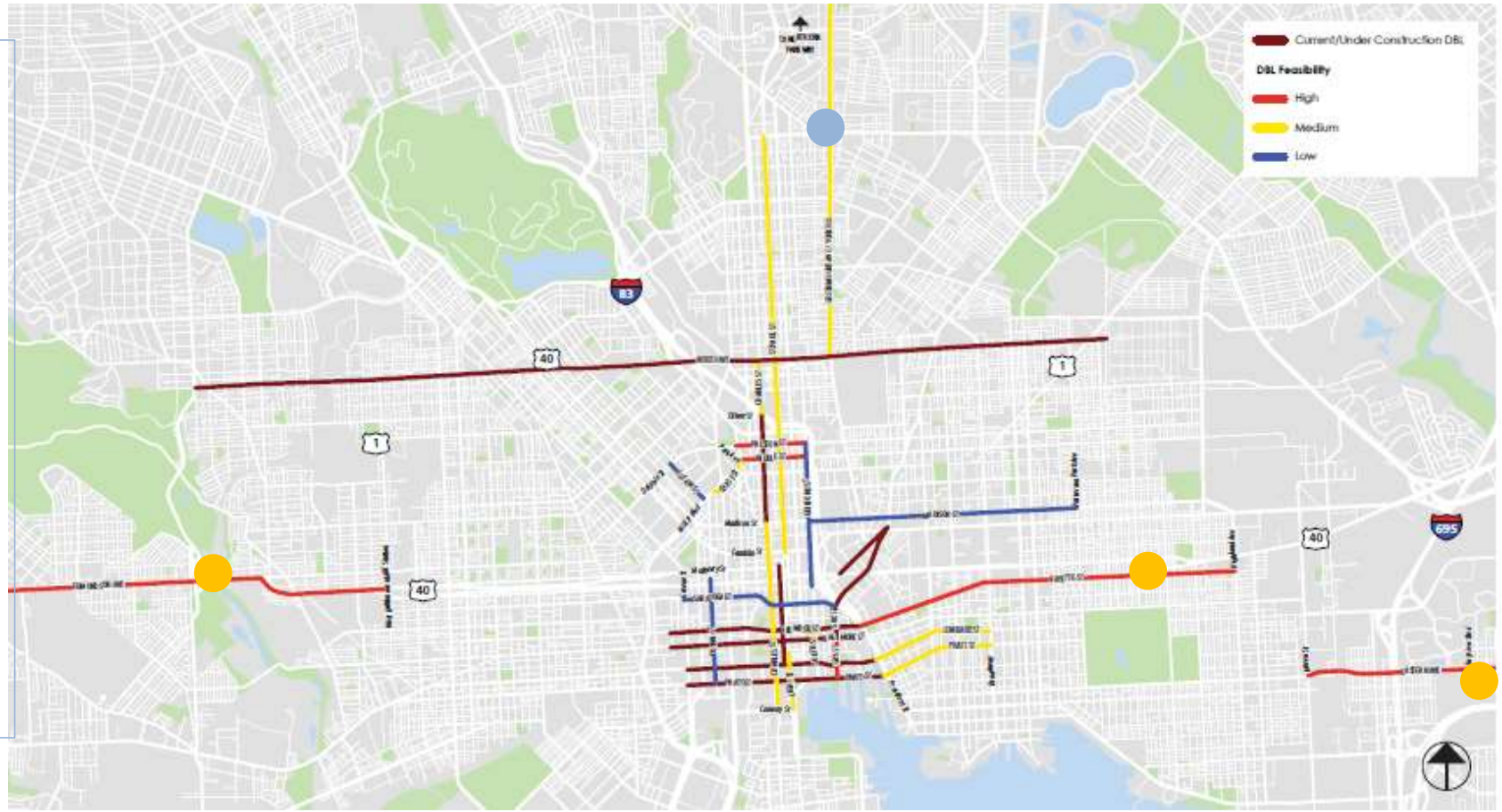
4 Remaining Corridors

SHA & County ROW

# Ongoing Corridor Projects & Grant Apps

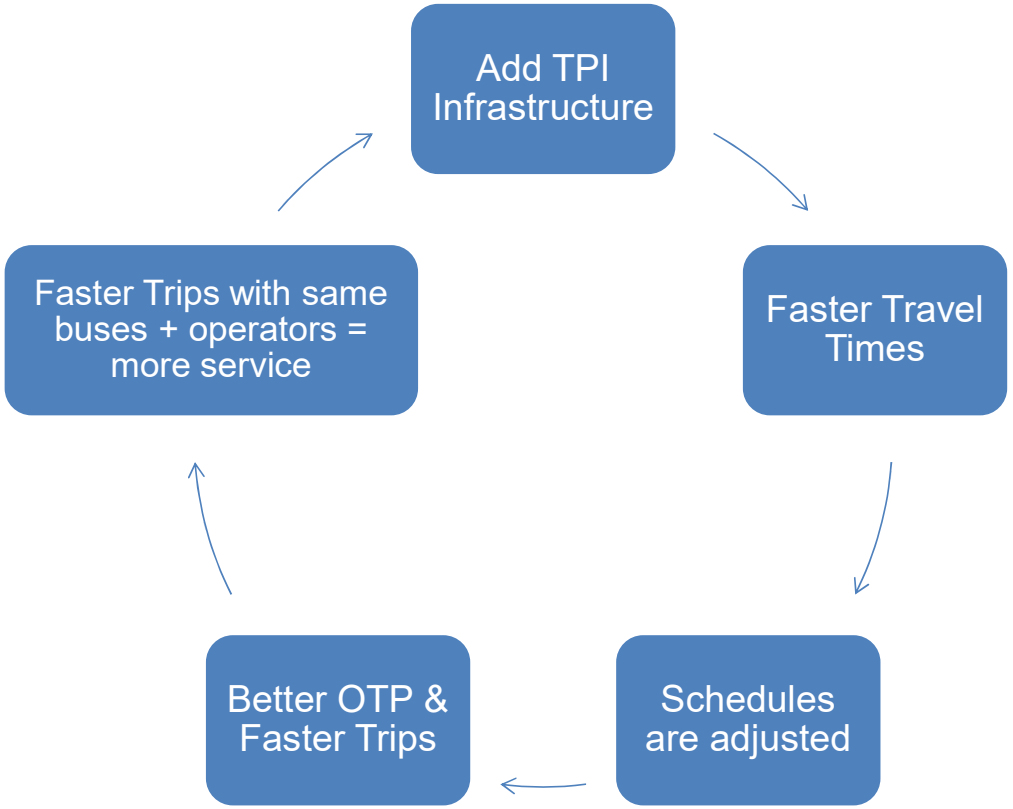
York/ Greenmount TAP Application

E-W Corridor RAISE Application



# Infrastructure + Service Changes

How does this help the system overall?



# Questions?